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RECORD IN TRAFFIC AND PROFITS.

The fifteenth annual general meeting of the Shanghai Electric Construction Co., Ltd., was held at Basildon House, Moorgate Street, E.C., on June 1st, Sir Alfred Hunt, K.C.M.G., chairman of the company, presiding. The secretary, Mr. L. W. Hawkins, having read the notice convening the meeting, and the auditors' report, the Chairman said:—

"The report and accounts which we have the pleasure to present to-day are the most satisfactory which the Company has issued, inasmuch as the traffic receipts and the operating profits were substantially larger than they have ever been before. Our profits have also been greatly augmented by the favourable silver exchange. You will observe from the appropriation account that, including the balance of £3,778 brought forward from last year, the total available net revenue was £173,415. We have transferred to reserve for renewals, £10,000; reserve for taxation, £50,000; general reserve, £45,000; leaving available for dividend, £73,415. Out of this we have paid two interim dividends of 8 per cent. each, which absorbed £28,400, and we now recommend a final dividend of 8 per cent., which will absorb £28,800, leaving to be carried forward £16,615. After deduction of the expenditure on renewals during the year, the reserve for renewals stands at £80,560, which is nearly 20 per cent. on the capital as it stood at the end of the year. Our profits are subject to heavy liability to taxation, as we have to provide not only for Excess Profits Duty at 60 per cent., but also for the new Corporation Profits Tax. We have fortunately in the past accumulated certain reserves, which have been partially used in reduction of the charge against the profits of the year. In regard to Excess Profits Duty, you will be interested to learn that some time ago we made an application to the Board of Referees for an increase of the statutory percentage allowed on our capital before profits begin to be liable to Excess Profits Duty. This was fixed by law at 8 per cent., but was increased, as the result of our application, to 9 per cent. Excess Profits Duty fortunately came to an end so far as this Company is concerned at December 31st last, and our total liability for the seven years covered by the Duty will be approximately £120,000, and would have been nearly £120,000 if it had not been for this application to the Board of Referees. The remaining appropriation of £45,000 to the general reserve raised that account to £80,000, which, with the sanction of extraordinary general meetings of the Company, has been applied in paying up 8,000 new shares of £10 each, which have been distributed as a bonus in the ratio of one new share for every four shares held. This necessitated the increase of the capital to £400,000. The London Stock Exchange has granted permission for dealings in the new shares."

"RESERVE ACCOUNT CAPITAL.—An examination of the balance-sheet will show that the first three items on the assets side amount in the aggregate to £484,681, as compared with the original capital of £320,000. As we have no debentures or loans we have accordingly spent about £164,000 on the undertaking out of profits, a sum which tallies roughly with the reserve for renewals of £80,560 and the general reserve of £50,000. In view of the fact that so large an amount of profit has in fact been expended on capital account, it was appropriate that the reserve account itself, which is not represented by surplus funds available for additional dividends, should also be capitalised. After making the appropriations referred to, there remains a balance of profit which enables us to make a "final" distribution by way of dividend of the same amount as for 1919, namely, 8 per cent., leaving to be carried forward £9,415, which is £2,033 more than the amount brought in. An unsatisfactory feature of local conditions is the heavy and increasing depreciation of the subsidiary coinage due to indiscriminate and uncontrolled minting of copper coins, of which there are in circulation a number vastly in excess of actual requirements. The General manager has made repeated representations to the authorities on this question, which is not only important to us, but also to the whole of China, but it is extremely difficult in the absence of proper control by the Chinese Government to obtain for these representations the consideration which they deserve, and to bring about effective legislation having for its object the reduction in quantity of the debased coinage. In spite of this handicap our traffic and net receipts for the current year are the largest in the history of the Company for the corresponding period, a circumstance which is due in part to the fact that we are constantly adding to our rolling stock in order to cope with the increasing volume of traffic. Fifteen new trailers were put into service last year, and the Municipal Council has sanctioned the introduction of a further five trailers, which will bring the total up to ninety, thus giving one trailer for every motor-car. During the current year seven railless cars will also be added, and should in a few weeks' time be in service and earning additional revenue. These additions do not by any means meet in full the demand of the Shanghai public for additional traffic facilities, and we have for a considerable period been in negotiation with the Municipal Council for increased powers with a view to the extension of the Company's system under railless traction. It is intended that the scheme should be carried into effect by degrees as financial conditions permit and deliveries of new rolling stock can be obtained."

"GREAT INCREASE IN PASSENGERS.—We carried last year 110,823,311 passengers, which is 15,794,410 in excess of the number carried in 1919. This is eloquent testimony to the vitality of our undertaking. Reference is made in the report of the directors to a proposal to institute a Staff Provident Fund, a course which the directors have no doubt will meet with the approval of the general body of shareholders as being in conformity with the practice of important British

companies, and especially desirable having regard to the conditions under which this Company's business is carried on. We received nearly a year ago, with much regret, news of the death of Mr. G. M. Wheelock, who had for some years been a member of our Local Board in Shanghai. The vacancy thus arising was not filled until February, when Mr. K. P. Chen was appointed a member of the Local Board. Mr. Chen is a member of the Chinese Chamber of Commerce and of the Chinese Advisory Committee of the Shanghai Municipal Council; he is also a director of one of the local cotton mills and the manager and part-proprietor of a Chinese bank. The Local Board and the General Manager and his staff continue to carry out most efficiently the administration of the undertaking in Shanghai, and the thanks of the Board, and the shareholders are due to them for their services, which have contributed to a notable extent to the satisfactory position in which we find ourselves to-day. I now move that the report of the Directors and the statement of accounts for the year ended December 31st, 1929, be and they are hereby approved and adopted, and that a final dividend of 8 per cent., less Income Tax, be and it is hereby declared."

Mr. J. S. Haskell seconded the resolution, which was passed unanimously.

On the motion of the Chairman, seconded by Mr. R. S. Portham, M.L.E.E., Mr. J. S. Haskell was re-elected a Director of the Company.

Messrs. Deloitte, Plender, Griffiths & Co. were re-appointed Auditors.

A vote of thanks having been passed to the Chairman, Directors, and the staff in Shanghai, the proceedings terminated.

THE WAR OF THE TWO KWANGS.

TANG YUEN CAPTURED AFTER HARD FIGHT.

NANNING EXPECTED TO FALL WITHIN THREE WEEKS.

The Canton Times reports:—After a hard struggle which lasted five days and nights, and at tremendous sacrifices, Tang Yuen Kwang was captured early in the morning of the 12th inst.

A very stubborn resistance was offered by the Kwangsi troops and it was not until about 1,000 lives on the Cantonese side were lost that the city was taken. The enemy also suffered heavy casualties and more than 1,000 were captured as war-prisoners. The fall of this stronghold has greatly discouraged the enemy troops and no serious resistance is expected from them in other cities nearby.

A DEFEATED GENERAL'S TRICKERY.

After his tragic defeat at the northern part of Kwangtung at the hands of General Tang Heng, Shum Hung-ying, one of the most trusted generals of the Kwangsi war lord Lu Yung-tung, retired to Hoiyuen and issued a circular telegram severing all relations with the War Lord and announcing his intention of joining hands with the Cantonese troops. Upon receipt of this circular telegram, General Chen, Commander-in-chief of the Cantonese Army, denounced it as a trick to deceive the Cantonese troops.

Shum Hung-ying probably feared that the Cantonese will press the attack on his troops and realised that he was not in a position to stand another attack. However, General Chen saw through this trick and ordered his forces near Hoiyuen to advance and press the attack until the remaining troops of this Kwangsi General are totally defeated.

DYES FOR EXPORT.

BRITISH CORPORATION'S AGENCY RULES.

In the House of Commons, on June 6th, Capt. Wedgwood Benn asked whether the British Dyestuffs Corporation refused to supply British export firms with synthetic-indigo on the ground that they had their own selling arrangements in the Far East, and suggested that the decision tended to divert trade from this country to Germany, Switzerland, and the United States.

Sir Philip Lloyd Graeme: I am informed that under the arrangements made by the British Dyestuffs Corporation with their agents in China, the Corporation is precluded from making sales of its products to merchants in this country when it is known that the goods are destined for export to and sale in China. It is, however, open to merchants supplying the Chinese market to obtain their supplies in China through the agents of the British Dyestuffs Corporation in that country. I am informed that in all such cases the agents of the Corporation supply without requiring any information as to the ultimate purchasers. The Government is not responsible for the management of the British Dyestuffs Corporation, and the Board of Trade has no power to dictate to firms on their agency agreement.

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with a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend torics. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing & Refracting Opticians, located in Queen's Road, Central, manufacture Torics on all prescriptions in White, Smoke, Amber, Crook or Floual.

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THE MISSIONS TO SEAMEN. REPORT OF THE HONGKONG BRANCH.

The report of the Missions to Seamen in Hongkong for the year 1920 makes a rather belated appearance owing to the recent severe illness of the Chaplain. It states that with the greater number of ships, both naval and mercantile, using the port, attendance at the Institute correspondingly increased. The average number of men per night sleeping in the building was approximately 40, the total number of beds engaged during the year being 14,496, as compared with 29 and 10,750 respectively in 1919. During the cooler months several entertainments were held in the Concert Hall, and there were at least two dances weekly, mostly organised by Naval Dancing Clubs.

The improvements in the equipment of the Institute, foreshadowed in the 1919 Report, have been realised, with the exception of overhead fans. The little private Chapel has now been fitted with proper furniture. The Officers' Room has at last got a billiard table, piano, and, through the generosity of Mr. and Mrs. J. W. Taylor, a fine gramophone with records and record cabinet.

The motor-launch *Daypring* has proved herself to be in many ways almost the centre of the work in general. By the kindness of His Excellency and Lady Stubbs, there is tennis fortnightly at Government House for Merchant Service officers. There is also tennis weekly at the homes of various ladies, and there are monthly At Homes in the Helena May Institute. A Committee of ladies for the entertainment of members of the Mercantile Marine, in connexion with the Victoria Dancers Association, with Mrs. Wakeman as Secretary, is for the most part responsible for the arrangements. In addition, certain ladies have most kindly undertaken to visit Merchant Service men in hospitals, and also there have been several private invitations given, to avail themselves of which the men have not been slow. The importance of these touches of home life in the existence of a seafarer, thousands of miles away from the influence of home which counts for so much, is absolutely incalculable, and the deepest gratitude of all, both seamen and Mission Staff, is due to those who have so readily answered the call for help.

The balances at the end of 1919 were:—General fund, \$2,103.77; Institute fund, \$150.36. At the end of 1920 they were:—General fund, \$9,107.00; Institute fund, \$255.66; Endowment fund \$1,097.81. Previously the endowment fund has been included in the general fund but is now shown as a separate account.

The subscriptions and donations are again in advance of those of the previous year, as following comparison will show: 1919, \$3,104.18; 1920, \$10,134.33. This increase is due to the special subscriptions towards the launch fund.

The need of an assistant-chaplain has long been felt, in order that the opportunities offered by the shipping of this great port may be seized to the full. At present only a fringe of the work is touched, as the following statistics show:—Visits to the port of 330 British ocean-going and river ships, 9,311; visits paid by the Mission to all ships, not British only, approximately, 1,800; number of individual British seamen passing through the port, 26,284; attendances of seamen at services, 1,023; and at picnics, concerts, etc., 3,566. It is thus painfully clear that the opportunities lying before the Mission are very great, but to seize them more men are needed. It is, therefore, proposed to make an appeal yearly not only to firms but also to individuals so that from local funds it may be possible to pay the stipend of another chaplain. At least an additional \$4,000 per annum is required for this.

The following is a summary of work done at the Seamen's Institute and in the Harbour during 1920:—4,500 (approx.) visits to ships; 40 visits to hospitals; 44 services and meetings in the Institute; 78 concerts, picnics, and entertainments (excluding dances); 1,023 seamen present at services and meetings at the Institute; 3,566 seamen present at entertainments, picnics, etc., (excluding dances).

Finally it may be mentioned that the work is warmly appreciated by those on whose behalf it is undertaken.

MARINE ENGINEER SUMMONED.

COMPLAINANT FAILS TO ATTEND.

Before Mr. G. N. Orme at the Magistrate's, yesterday, Thomas Henry Poole, a marine engineer, living at No. 87, Park Street, ramatui, attended to answer a charge on summons for assaulting S. Danenberg, of the same address.

Inspector Brown, who was in charge of the case, said that the complainant had failed to put in an appearance, but the defendant had been an "awful trouble" in the district he hoped the Magistrate would bind him over to be of good behaviour. The police had been called in dozens of times to settle disturbances in which this man was concerned. He had been a nuisance in the district ever since he came there.

The Magistrate said that he felt he could not bind a man over against whom no evidence had been brought, but he would warn the defendant that he had better be careful not to get into court again otherwise he would be dealt with severely and would probably have to go to jail. If the defendant did come to Court again his present attendance would count against him. This time he would be discharged, but he had better take great care.

GROSS NEGLECT OF DUTY. CONSTABLE SENTENCED FOR LOSING A PRISONER.

The Captain Superintendent of Police, Mr. E. D. C. Wolfe, before Mr. G. N. Orme, yesterday, prosecuted a Chinese constable, named Ho Tsun, for gross neglect of duty by allowing a prisoner in his special charge to escape from the Government Civil Hospital, on June 13th.

The defendant intimated that the state of his health at the time made it necessary for him to leave his post. The prisoner was apparently asleep and he thought he might safely do so.

Mr. Wolfe said that the police constable's instructions were that he was on duty outside the ward in which the prisoners were kept and that he was not to go inside. The lavatory at the far end of the ward was not for the looking at all. Mr. Wolfe added that, as more than one case of a prisoner escaping from the hospital had occurred, the police had arranged with the medical authorities to build this room specially for prisoners. The reason why definite instructions had been given that the lookings should remain outside was that a fairly strong prisoner, although in hospital for some reason might knock the looking on the head. They were not to go inside for any reason unless there was another man standing by, and, of course, the use of the prisoners' latrine was absolutely unauthorised. Mr. Wolfe suggested that there must have been either very gross neglect or deliberate intent to enable the prisoner to escape; the man was a desperate character, and it was the result of his efforts to escape that caused his being in hospital. He had five truncheon wounds, it having been necessary to use truncheons before he could be arrested. Mr. Wolfe explained that the constable left the key in the lock and walked through the ward to a lavatory on the verandah so that the prisoner was between him and the door. He suggested that the maximum penalty should be imposed. It was only fair to say that he was a comparatively new man. He had six months' service and had been through the police training school where a thorough course of instruction was given now-a-days, unlike the old days when new men had to pick up what knowledge they could by attendance at the Police Court.

The Magistrate said that, in the absence of any direct evidence of collusion, he did not think that the maximum penalty, which was reserved for the very worst cases, would be quite in order. It was a very serious case, but as the defendant was a comparatively new man he would pass sentence of four months' imprisonment.

THE GAMBLING NUISANCE. TABLES IN THE STREET AT WEST POINT.

Street gambling is rife at West Point, Mr. Orme was informed yesterday morning, by Inspector Watt, and the local native police are being corrupted. From thirty to a hundred players would be present at tables placed in the public street, added the Inspector, and the gamblers were defying all lawful authority. Warning the defendants that if matters did not improve it would be jail for every man of them, the Magistrate imposed fines of \$5 each, instead of the customary \$2.

THE WORLD THEATRE. NEW LOCAL CINEMA OPENED.

With an all-embracing title, "The World Theatre" opened its door yesterday and made its own distinctive bid for popular patronage with four exhibitions to which entrance was absolutely free and at which hospitality was dispensed with a lavish hand. Naturally the audiences were overflowing, and this enterprise on the part of the management cannot fail to have its due reward, for it denotes confidence in the venture and a determination to provide the public with pictures of a high order and of a popular appeal. The management is in the capable hands of Mr. J. J. Blake, whose previous experience in cinema circles should stand him in good stead in directing the fortunes of this new and up-to-date enterprise. The theatre is situated at the rear of the Harbour Office within easy reach by tram or ricksha.

Designed, we understand, by Messrs. Little, Adams & Wood, and on the lines of the Palladium, London, the building contains seating accommodation for 875 people. Cosiness and comfort are the dominating features of the interior, the audience, wherever seated, enjoying an uninterrupted view of the screen. The stage is an adaptable one so that vaudeville and other performances can be given without difficulty. Scenery is being painted by a local artist, and is nearing completion. During the hot weather, 83 fans, suitably placed, will serve to make the building one of the coolest in the Far East. There are eight exhausts. The fire appliances are thoroughly up-to-date. Four performances are to be given daily, and the management promise that only the best films procurable will be shown. Those screened yesterday were of an all-comedy variety and gave great delight to the big crowds which thronged the building. In the evening the band of the Wiltshire Regiment played suitable selections, which were much appreciated.

THE HISTORY OF WUCHOW IN 1920. HANDICAPS TO TRADE.

The Report of the Commissioner of Customs at Wuchow (Mr. C. Thorne) for 1920, says:—

A new-comer to Wuchow cannot but be struck by the "liveliness" of the port: a steamer from Hongkong or Canton always seems to be arriving at or leaving the port, or a motor-boat coming from or leaving for Nanning or Liuchow or places short of these. And yet, that trade is carried on and flourishes with so many difficulties to contend against causes surprise and speaks well for its vigour and demonstrates that the trade which rests on the solid foundation of supplying real needs will not be denied. During 1920, in addition to the constant adverse factors of piracy and, in the upper river, of difficulty of navigation, there was experienced one particular handicap to trade which, not only, but hoped, will in future years not be so much heard of, viz., political unrest and interprovincial strife. This had effect throughout the year; in the early months of the year the commandeering of junks for the movement of troops specially restricted the junk traffic; in the June quarter the fighting near Canton between Kwangtung and Yunnan troops, which went on for about a month and which ended in the defeat of the Yunnan soldiers, acted adversely; while in the third quarter the rivalry between Kwangtung and Kwangsi came to a head and had serious consequences. Troops were continually in movement from up river past Wuchow to Kwangtung, and, owing to the uncertain prospect, merchants in Kwilin, Liuchow, and Nanning telegraphed to Wuchow and Hongkong to stop shipment of cargo till further orders. Later in the year conditions were even worse, and between the 2nd and 13th October inclusive no steamers arrived at Wuchow from Hongkong owing to the danger of being fired upon by Kwangtung troops, the Kwangtung authorities being afraid that supporters of Kwangsi might ship as passengers, land at Wuchow, and augment the Kwangsi forces fighting in Kwangtung.

In order that trade might not remain at a complete standstill, an agreement was come to between the British Consul General at Canton and the Kwangtung and Kwangsi officials, by which traffic should be resumed between Hongkong and Wuchow for steamers under the British flag and by certain specified Chinese steamers which would fly the British flag at the fore, the British Consul General guaranteeing that such vessels would not carry passengers. This arrangement obtained for over a month and did a natural death on the evacuation of Kwangtung by the Kwangsi soldiery, practically no Kwangsi troops being left on Kwangtung soil by the end of November.

As regards direct communication with Canton (other, that is, than via Hongkong), there was none between the 28th September and the 16th November, with the exception of one steam-launch and lighters on the 10th October. Junk traffic from Wuchow down river was completely at a standstill for October and November, and by the end of November there had accumulated in the harbour an unprecedented number of rice junks and wood rafts, the rice junks commencing to leave for down stream on the 5th December, the wood rafts beginning to follow on the 12th December. From early November for over a month there was considerable fear in Wuchow itself of trouble from either attack on Wuchow by Kwangtung or disturbances and looting by returning (and, perhaps, disbanded) Kwangsi soldiers; but, fortunately, the first eventually did not come to pass, while, as regards the second, no really serious disturbance took place, and the Wuchow inhabitants felt indubitably to the Defence Commissioner, General Wei Jung-chang, for the good order kept. It should be mentioned, too, that the Kwangsi military authorities, from the 26th December, instituted military inspection of incoming vessels at a point some 5 miles below Wuchow, Machungshan, as a safeguard against spies and the introduction of fire-arms for adherents in Kwangsi of Kwangtung. British steamers, at the instance of H.R.M. Consul General, Canton, were not subjected to this inspection; but it was agreed that these vessels would not attempt to enter Wuchow in the dark.

The feeling against Japanese goods, which caused the almost complete disappearance from the Customs returns of Japanese cotton yarn, towels, and matches, reduced business throughout the year. Another depressing factor was the low value of the Kwangsi note, for which goods paid for on the Hongkong market in Hongkong dollars are sold in the province. It may be mentioned here in passing that a Mint is in course of erection at Wuchow in the old antimony-smelting works, with the object of raising the value of the Kwangsi note by increasing the silver reserve of small coin.

In spite, however, of the difficulties enumerated above, Wuchow merchants were, on the whole, quite satisfied with their year's trading, and there is only one bankruptcy to be recorded, though this was a serious one of a big piece-goods business. And on the good side it is to be stated that the second rice crop was a good one and rice plentiful and cheap; that the sugar crop was a fair one; that it may be safely prophesied that manganese ore will be exported in considerable quantities during the coming year; that cotton-growing is being developed in the province, seeds of the American cotton plant from the Nantung farms in Kiangsu having been purchased; that the tannery at Wuchow, referred to in the previous year's report, though not yet, perhaps, a great success, has been exporting leather to Hongkong and Shanghai as well as to up-river places; and that a company for the manufacture of glass is being started at Wuchow.

The river conditions, too, during the year were not very unfavourable. The

(Continued at foot of next column.)

THE BANQUE INDUSTRIELLE DE CHINE.

WHY THE BANK CLOSED.

Depositors and other patrons of the Banque Industrielle will probably be interested in the following statement made to a correspondent of the *Shanghai Times* by a man high in the councils of that institution, although he is neither a shareholder or officer of it. He said:—

"The Banque Industrielle situation is far from being as gloomy as many would have the public believe. The temporary stoppage of business is unfortunate and means poor advertising for any 'going concern,' but the Banque Industrielle is a 'going concern' and the stoppage will be of short duration. The situation in which the Bank finds itself is due to a protracted inter-directorate fight made on one high official of the Bank who, it was felt, was acquiring too much control over the bank's affairs and would make of it a one-man institution unless checked. Perfectly solvent and able to pay dollar for dollar, if necessary, by converting its assets, the Bank suddenly ran short of ready cash. The official in question relied solely upon two large Paris banking institutions for cash in an emergency, and, with others, who might have helped him out, he would have little to do. When he went to the two upon which he relied, he found that the opposition in the Directorate had preceded him, and his request was denied, although the securities he offered were sound. This precipitated the order to the bank to close its doors. Had it not been for the fight for this one man, the Bank would be open for business as usual. I found myself, unexpectedly, in the position of a wealthy man, with all his money tied up in property and other investments, suddenly running short of cash and being refused a loan by his bankers because of the personal equation being permitted to enter into a purely business transaction. THE PUBLIC WILL GET THEIR MONEY."

That the temporary stoppage is going to work hardship on many small depositors goes without saying. It is likewise a foregone conclusion that when the Bank re-opens its doors a month hence it will find a hard tussle ahead of it in regaining the public's confidence. Nevertheless the Bank's situation, while unfortunate and bound to inconvenience many, is not tragic; and depositors will get every penny coming to them within the next thirty days, if they want it. The work of reorganisation of the Bank is already under way and its affairs will not require as long a time for readjustment as rumour would have the public believe.

OPIMUM AT CHANGSHA.

SENSATIONAL SEIZURE BY THE U.S. CONSUL.

The Peking correspondent of the *N.Y. Daily News* writes:—

"As reported in Peking that the American Consul at Changsha, Mr. Adams, has recently succeeded in making a sensational opium seizure on his own account on the premises of a neighbouring establishment occupied by the Chinese agents of an American firm. The suspicious behaviour of two of his employees, an interpreter and a clerk, prompted Mr. Adams to watch their movements closely and let him to the discovery of an enormous opium hoard next door to the Consulate. In his official capacity he descended upon the premises, since the American agency was in a sense under his protection, and seized nearly a ton of opium, worth between \$200,000 and \$400,000—a stock which would supply 300 of the heaviest Chinese opium smokers for a year. Subsequent to the seizure Mr. Adams uncovered evidence which warranted him in turning his employees, the interpreter and clerk, over to the police on a charge of issuing documents in the name of the Consulate which had been used to facilitate opium traffic."

The sensation created among those interested in the opium barrier, which evidently had wide ramifications, was of such a character that Mr. Adams was forced to lead a party of men from the Villalobos for the protection of the consulate.

RACK-RENTING IN SHANGHAI

"A 'Househunter,' writing to the *N.Y. Daily News*, tells of the following experience:—

A house, the rent of which I understand is now Ts. 110 per month, was advertised to be let on lease, unfurnished. My wife enquiring to learn full particulars was presented by a coolie with a grubby slip of paper (enclosed) reading:—

This house is to lease for a term of two years and two months from July 1st. The rent is Ts. 200 per month. The tenant will have to put up a cash deposit of Ts. 2,400 as a guarantee for the payment of rent. No other terms will be considered from any one."

In view of the large number of men with moderate salaries who urgently need a home, and who find hotels too expensive, and boarding houses not quite what they desire, it seems to me that deliberate profiteering of this description should be in some way prohibited.

Customs station at Dosing Bar (Suntan), which is required when steamers cannot cross, this sandbank, was established on the 31st December, 1919, and withdrawn from the 17th March, the lowest water of the year being recorded as 1 inch below zero on the 11th, 12th, and 13th February, while in the last quarter of the year the station was not required at all, and as the cost to the Wuchow trade of lighting at Dosing and towing up to Wuchow is estimated at \$7,000 a month, every day saved from this necessity is an appreciable benefit. With reference to the remark in the previous year's report as to the depth on the bar being then more than 5 to 6 feet with zero at Wuchow, it has to be stated that this must have been a temporary improvement on 7th, as on the 25th December, 1920, soundings taken on the bar showed that zero would have given 5 feet 8 inches. As regards the high-water season, there was no serious "flood," the highest reading being 62 feet 1 inch on the 27th June. The net value of trade under the control of the Marine Customs totalled more than 12 million Haikwan taels and passed the 1919 value by over 1 million taels.

Bedsteads of Quality and Design.

We have just received a new consignment of British and American Metal Bedsteads in all Brass, Black and Brass, and White Enamel, in all sizes.

These Bedsteads are remarkable value, and we are offering them at almost pre-war prices.

We can give you a White Enamel French Bed at \$75, complete with spring; or a magnificent 4 Post, 2 inch square Pillar, Adams Design Brass Bedstead at \$575.

We have also a nice selection of Children's Cots and Cribs.

Galvanized all Metal Mattresses, Hair and Kapoc Mattresses, Box Mattresses, Feather Pillows, Etc.

Your inspection is cordially invited.

Lane, Crawford & Co.,
Furnishing Department.

(15)

FIRE & BURGLAR PROOF

SAFES

RELIABLE ENGLISH MAKERS

LANE, CRAWFORD & CO.

The Highest Choice

Do not let it be merely a question of initial cost when you make your choice of pianos. The matchless music of the All-British Piano has lifted it above the "price" atmosphere for all time.

PIANOS BY
BROADWOOD, COLLARD, CHALLEN,
ALLISON, BELL, Etc.

Our prices are far below the prices ruling at home at the present time.

ANDERSON'S.

(14)

Wm Powell & Co.

TELEPHONE 3146.

WE HAVE JUST RECEIVED CONSIGNMENTS OF
TABLE COVERS,
CUSHION CASES,
TABLE RUNNERS,
SIDE BOARD RUNNERS,
TABLE CENTRES,
CHAIR BACKS—TEA COSIES.
IN A VARIETY OF MATERIALS AND FINISHES.
STENCILLED,
PEN PAINTED,
WATER COLOURS
EMBROIDERED.
LARGE SELECTION OF PRINTED WASHING
BED SPREADS.
CRASH CUSHION CASES, RUNNERS.

(17)

NEW ADVERTISEMENTS

HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Paddar Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, at 10 o'clock, for the purpose of considering and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Paddar Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will also be shown at the Meeting. The draft new Memorandum of Association differs from the existing Memorandum of Association in the following particulars:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

and also for the following further purposes, namely:—

For the purpose of considering and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Paddar Street, aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subject of the Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Paddar Street, aforesaid, on SATURDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, at 10 o'clock, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Paddar Street, aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, at 10 o'clock, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 2 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Paddar Street, aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, at 10 o'clock, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.

By Order of the Board,
J. H. TAGGART,
Manager. [1192]

REPULSE BAY HOTEL

CABARET DINNER DANOE

SATURDAY, 16th July, 1921.

ENGLAND'S REPRESENTATIVE

DANCERS.

MISS MAJORIE RUSSELL.

and

MR. W. E. FROST.

will Present

The Latest Ball Room and Specialty Dances.

[1190]

NEW ADVERTISEMENTS

CONSTITUTIONAL REFORM.

THE PETITION MAY BE SIGNED at the following places:—

Hongkong Club.
Phoenix Club.
The Engineers' Institute.
Rowland Croker Club.
Kowloon Bowling Green Club.
Club de Reuere.
Victoria Recreation Club.
Leisure Club.
Taikeo Recreation Club.
Kowloon Dock Reading Room.
Messrs. Wiseman & Co., Ltd.
Messrs. Lane, Crawford, Ltd.
Messrs. Kelly & Walsh, Ltd.
F. P. de V. Soares' Office.

[1189]

WANTED

A CHINESE GENTLEMAN, with high English education, formerly Comptroller, well known Shipping and Import and Export firms, seeks position: guarantees to bring very good business connections; can furnish security if required.

Apply to—

Box No. 1187,

Care of Daily Press Office

1187.

GOVERNMENT NOTIFICATION.

FOR SALE by Private Tender the Colonial Government SINGLE SCREW STEAM YACHT "SEAMEW" as she now lies at her moorings in Singapore Harbour.

Built of steel in 1903 by Riley Hargreaves & Co., Singapore.

Length overall 197 feet, moulded breadth 24 feet, depth 13 feet 9 inches. Mean draft 10 feet 6 inches.

Displacement, 486 tons.

Fresh water, After Peak 15 tons, Fore Peak 24 tons.

Boiler capacity, 80 tons.

Fitted with triple expansion engines 18" x 25" x 40".

Single ended Marine Type-Boiler, working pressure 180 lbs per square inch.

Vertical Cochran Boiler, pressure 100 lbs per square inch.

Hull, Machinery and Boilers in good condition.

Fitted with electric light.

Carries four boats, Light boat, Cutter, Gig and Lifeboat.

Vessel has about 15 tons Japanese coal in her bunkers.

Accommodation comprises:—

Cabin de Luxe and eight State rooms.

Seven bathrooms.

Main Saloon and Smoking Room.

Also accommodation for four European Officers.

The vessel was dry docked about two months ago and given two coats of Anti-Corrosive and one coat of Anti-Fouling compositions.

Order to view the vessel can be obtained from the Master Attendant's Office on application.

Sealed Tender, which must be marked "CONFIDENTIAL" on the envelope, will be received at the Master Attendant's Office, Singapore, up to August 15th, the highest bid not necessarily accepted.

Purchase money must be paid in full and vessel moved from her present moorings within seven days of acceptance of tender, otherwise the sale may be considered as cancelled.

[1188]

SS. LYSER.

FOR SALE.

By PRIVATE TENDER.

As she now lies in the Singapore roads off Tanjong Pagar.

Specification.

Wooden steamer (teak, oak and elm).

Length between perpendiculars... 232 ft. 9 in.

Breadth overall... 39 ft. 4 in.

Depth... 20 ft. 8 in.

Draught loaded... 19 ft. 0 in.

Net tonnage... 1031

Gross tonnage... 1773

Dead weight... 2200 tons.

Capacity of bunkers... 300 tons.

Built by BROSSARD MOPIA & CO., Haik Ho shipyard (Tientsin) in November 1920.

Triple expansion steam engine 1000 I.H.P. built by Shanghai dock. 2 boilers Scotch type built by Shanghai Dock, pressure 185 lbs.

Electric light.

Steam raising gear.

6 cargo holds.

Capacity of the holds... 58,000 cubic feet.

twindeck... 29,800 cubic feet.

Accommodation for 8 first-class passengers.

Shelter deck for deck passengers.

Certificate of classification Bureau.

VERITAS 330/1.

Tenders will be received up to the 31st July, 1921, by the Establishment BROSSARD MOPIA, (Incorporated in Tientsin), Singapore.

Messrs. Brossard Mopia do not bind themselves to accept the highest or any tender.

[1147]

G. A. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of JULY, 1921, at 2 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Shamshu in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years, less 3 days from 1st July, 1928.

PARTICULARS OF THE LOT.

Boundary Measurements.	Contents.	Annual Rental.	Deed Price.
1. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
2. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
3. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
4. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
5. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
6. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
7. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
8. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
9. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000
10. A piece of land containing 1000 square feet, situated at the corner of the intersection of the road leading from the Victoria Road to the road leading to the Shamshu Estate, and the road leading to the Shamshu Estate.	1000 sq. ft.	1000	1000

[1182]

INTIMATIONS

THE BRITISH LEGION.

(Hongkong & China Branch).

THE Committee of the BRITISH LEGION would be grateful if some having VACANCIES on their staff would notify the Hon. Secretary (Mr. R. K. BOWMAN, Land Office, Courts of Justice) to that effect stating their requirements, and thus possibly assist unemployed Ex-Services men to obtain work.

1167

NOTICE.

THE CHINA FIRE INSURANCE CO., LTD.

THE CERTIFICATE for one Share No. 8145 in this Company standing in the name of RHODRICK MCNEIL CAMPBELL and HENRY MORRIS of Shanghai, China, has been LOST, and if at the expiration of one month from the date hereof, the above Document be not forthcoming, another Certificate for the said Share will be issued by the Company, and thereafter no other will be acknowledged.

O. MONTAGUE EDE,

General Manager.

Hongkong, June 22nd, 1921. 1087

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of 23 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR, ending 30th June, 1921, at rate of 2/7 per dollar.

The Dividend will be payable on and after MONDAY, the 8th August, 1921, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Corporation will be closed from MONDAY, the 25th July to SATURDAY, the 6th August, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager. [1174]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND OF FOUR DOLLARS per Share for the six months ending 30th June, 1921, will be Payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July, 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
J. S. GREENHILL,
Acting Secretary. [1175]

THE HONGKONG CENTRAL ESTATE, LIMITED.

AN INTERIM DIVIDEND OF FOUR DOLLARS per Share for the six months ending 30th June, 1921, will be Payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
J. S. GREENHILL,
Acting Secretary to the General Managers. [1176]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND OF TWELVE DOLLARS per Share for the six months ending 30th June, 1921, will be Payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
J. S. GREENHILL,
Acting Secretary to the General Managers. [1177]

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

Patrons.

H.E. THE GOVERNOR, SIR R. H. STUBBS K.C.M.G., and LADY STUBBS.

President, Mr. JUSTICE GOWERS.

Hon. Treasurer, J. H. RAMSAY.

Hon. Secretary, R. L. FROST.

THE objects of the Society are:—

1. The education of the people by propaganda etc., in the knowledge of the proper treatment of Dumb Animals.
2. The appointment of a paid inspector to supervise the work.
3. The possibility of taking over and running the Dogs' Home.
4. The provision of drinking troughs for dogs in different parts of the Colony.

The labour of other Charities is divided among many Associations but this charity stands alone—the defender of defenceless Dumb Animals.

Those desirous of becoming Members of the Society, the annual subscription to which is \$2 for adults and 25 cents for children, and those who wish to make it possible for the above objects to be carried out by making donations, will greatly oblige by forwarding same to the Hon. Treasurer, c/o The Hongkong & Shanghai Bank.

[1185]

INTIMATION

WATSON'S

PRICKLY HEAT LOTION

POWDER

are certain cures for Prickly Heat.

Can be used either in conjunction or separately.

They will also be found invaluable for preventing and relieving Sunburn, Freckles and all Skin Irritations.

PRICKLY HEAT LOTION

in Bottles at

50 cts. and \$1.00

PRICKLY HEAT POWDER

in Boxes at

\$1.00

PREPARED ONLY BY

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Telephone 16.

11

BIRTHS.

ANDERSON.—At Shanghai, on July 7th, to Mr. and Mrs. D. L. ANDERSON, a son.

ANDERSON.—At Shanghai, on July 8th, to Mr. and Mrs. J. ANDERSON, a daughter.

MARRIAGE.

MORGAN.—At Shanghai, on July 4th, ERNEST son of William S. Morgan, to ANNE, daughter of Paul Leon.

DEATHS.

ROZA.—At Shanghai, on July 14th, PELAGIO JOSE DA ROZA, in his 68th year. Deeply regretted. By cable. [1188]

ANGUS.—Suddenly, at Rio de Janeiro, DAVID CUTRILL ANGUS, late of Yokohama and Shanghai.

Hongkong Office: 10A, DES VOGES RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, July 15th, 1921.

CIVIL ENGINEERING IN CHINA

Why, it is that the Chinese who, long ago, built the Great Wall and the Grand Canal, two engineering feats which proclaim their own greatness, have failed to develop, or even retain in later centuries their genius or capacity for such feats of engineering in a country where the need for civil engineering is so manifest? The question is one which must have arisen in the minds of most men who have travelled in China or know anything of her needs. We observe that some attempt, to answer this question was made recently by Mr. K. Y. KWONG, the President of the Association of Chinese and American Engineers. His explanation was that engineering never was a science in China, and that these great monuments, which are commonly regarded as proving that engineering was a well-known science in China in ancient times, were built by men who were merely artisans, and the absence of drawings, writings or formulas, suggests that they were an illiterate class of men. Yet Mr. Kwong goes on to say that "they made designs and executed such constructions as their experience taught them, and nothing was known of any failures that might have

taken place." It seems too much to say that because no drawings have been handed down to posterity therefore none existed. That is highly improbable. The builders may have been illiterate and not able to furnish a scientific description of their undertakings deemed worthy of permanent preservation in the archives of the nation, but that they possessed a knowledge of scientific engineering seems amply attested by the greatness and enduring character of their undertakings. What has been handed down of this knowledge through succeeding generations, Mr. Kwong said, came down through a system of individual apprenticeship. "The pupil had no books or records to serve as a basis for possible improvements. He did simply what his master had taught him to do, or what he had seen done during his years of apprenticeship. The exercise of his brain was not a part of his teaching, and consequently the art of the clever artisans died with them, leaving China in respect both to science and arts just where she was thousands of years ago, and in construction work she has even dropped behind the practice of the ancients." It seems true that China for many centuries offered no encouragement to scientific education: the nation centered itself upon "literary attainments," and there was no term in the Chinese language conveying the same significance as engineering or civil engineering in other languages. We gather from what Mr. Kwong said that even to-day there is no Chinese written character which conveys a sufficiently comprehensive idea of the profession and practice of the civil engineer. Hence, he considered it still true to say that the difference between the old artisans and the modern scientifically trained engineer is not yet generally understood in China. The object of Mr. Kwong's address was to emphasise the great part to be played by the engineer in the reorganisation and development of China to bring the country out of its present state of poverty into one of abounding prosperity. Whatever the truth may be about the scientific attainments of the men who conceived and carried out centuries ago the great engineering monuments which have come down to us in China and will go down, with ordinary care, to posterity for ages to come, it will never be said of the rising generation of Chinese engineers that they built by rule-of-thumb methods and without any scientific knowledge of engineering principles, or that they were incapable of placing on record the results of their surveys, or minutely describing their plans in a way which will form interesting and useful studies for those who follow them in their profession. There is now a considerable mass of engineering records in China. It is impossible to take up any magazine which is devoted to the interests of the rising body of Chinese engineers without being deeply impressed by the solid scientific work these men are already doing in the country in the construction of railways, roads and bridges, conservancy work and in many other ways. A field of vast extent lies open for a growing army of such men in China, for on an adequate recognition of their value to the State depends to a large extent the highest hopes of China, and it is eminently satisfactory to observe that this fact is gaining increasing recognition in circles of influence.

There was no sitting of the Legislative Council yesterday. The Council will sit on Monday to take the second reading of the Rents Bill.

Clothing and jewellery valued at over \$750 were stolen from the cabin of the chief officer of a Japanese ship in port, the s.s. *Shogiku Maru*, on Wednesday.

Notices of extraordinary meetings of shareholders of the Hongkong Hotel Co., Ltd., are advertised to-day in connection with the proposal to increase the capital of the Company from \$1,000,000 to \$2,500,000.

A "Merchants Volunteer Corps" is doing police duty in the city of Canton as special precautions are considered desirable to prevent disturbances arising out of the warfare now in progress between the Kwangtung and Kwangsi forces.

News has been received of the death of Mr. W. T. Thornton, at the Tongshai Hospital, one of the old China hands. He had been in the employ of the Kailan Mining Administration for a good many years, but joining the Company in the year 1902. He was over 60 years of age.

In a note to the Allied Ministers in Peking, a Chinese press telegram states that Dr. W. W. Yen, Minister of Foreign Affairs, will not confiscate German Government property in China and has decided to hand all such property over to the former owners in accordance with the Sino-German Commercial Treaty.

The death has occurred at Shanghai of Mr. P. J. da Roza, an old and respected Portuguese resident, who went to Shanghai in the early eighties and joined the firm of Messrs. Mustard & Co., remaining with the firm till last year, when he retired on pension. Mr. Roza leaves to mourn his loss a widow, one son and four daughters. The son and two of the daughters are married. The late Mr. da Roza was 58 years of age.

A marriage has been arranged, and will shortly take place, between Mr. Victor H. Jones, 14th (King's) Hussar, second son of Mr. H. D. C. Jones, Hongkong and Shanghai Bank, London, and Mrs. Jones, of 7, Hanover Terrace, Regent's Park, N.W., and Emily C. (Milly), the eldest daughter of Mr. and Mrs. Arthur Thomson, of Heathfield, Wimbledon Common, formerly of Javel.

The Admiralty have ordered the title of the Naval Agent at Shanghai to be altered to that of "Resident Naval Officer, Shanghai." The post is held by an officer of the accountant branch, at present Paymaster-Commander H. A. D. J. Gyles, R.N., who was appointed on September 1st, 1919. The change is in accordance with the custom at other ports, such as Singapore, where Paymaster-Lieutenant-Commander A. F. B. Livesey is the Resident Naval Officer.

Four cases, containing 184,710 cigarettes, and 32 lbs. of Chinese tobacco, seized by Revenue Officers at Shaikuiwa led to the appearance of a shopkeeper at the Magistrate's court, yesterday. The tobacco was found in his shop. The defendant was represented by Mr. C. H. Lyson. Tuesday next was fixed for the hearing and the Magistrate fixed bail at \$1,500. Mr. Lyson asked his Worship to make it \$1,000. The Magistrate said that he was at first going to fix the bail at \$2,000, but had fixed it at \$1,500 as the defendant had a shop.

The fate of four men asleep on a fishing boat stolen from Deep Bay, Nam-tao, on Wednesday, is still unknown. Four shots having been fired at the fishing boat by an approaching sailing ship, the *Yok* on watch gave a yell of warning to his sleeping comrades and then dived overboard. Breaching the shore, the *Yok* stayed only long enough to see his boat attached to the sailing ship going towards Lim Tin Island and then reported the matter at the Central Police Station. The boat was valued at \$200 and the nets at \$75.

Yesterday, the anniversary of the taking of the Bastille, was celebrated in the customary manner by the French community in Hongkong. The French Consul General, M. Beau, held a reception at noon when the callers included H.E. the General Officer Commanding the Troops (Major-General Sir George Kirkpatrick), the Colonial Secretary (the Hon. Mr. Claud Severn), the Governor (A.D.C. Mr. D. Burlingham), and Commodore Bowden Smith. The Consular body was also fully represented. Last night the Consul-General gave a dinner to leading members of the French community.

The London Missionary Society and the Alice Memorial and Affiliated Hospitals have sustained a severe loss by the death, which occurred yesterday from pneumonia, of Dr. Eric Arthur Woods, who arrived in the Colony on June 24th to assist in the work of these institutions. Dr. Woods was born in Hobart, Tasmania, and, after taking the degree of B.Sc. at the University of Tasmania, proceeded to New College, Oxford, on a Rhodes scholarship, where he took the degrees of B.A., B.M., B.Ch., and the diplomas D.P.H. and D.O. He subsequently took his M.R.C.S. (Eng.) and L.R.C.P. (Lon.), and was for a time on the staff of the Prince of Wales' Hospital at Tottenham.

The tenders for the new bridge over the Yellow River which were opened recently at Peking, revealed some startling differences. The highest tender was Tls. 23,079,000; the lowest \$5,200,000. The majority of the tenders were between Tls. 8,000,000 and \$9,000,000. The lowest tender was submitted by a British firm; the highest by a Chinese firm. The bidders according to nationality were:—Chinese, 5; American, 4; French, 3; British, 2; Japanese, 2; Austrian, 1; Belgian, 1; German, 1; Italian, 1; Anglo-American, 1; Franco-American, 1. It is stated that the consideration of the tenders with their plans and specifications will probably occupy the commission three months.

OUTLOOK IN IRELAND: SIGNS OF PEACE, BUT SNIPERS BUSY. PACIFIC CONFERENCE: QUESTION OF REPRESENTATION OF DOMINIONS.

RUSSIAN TRADE AGREEMENT: DECISION IN TEST CASE.

LATEST CABLES. [THROUGH REUTER'S AGENCY.] RUSSIAN TRADE AGREEMENT IMPORTANT CHANCERY DIVISION DECISION.

LONDON, July 14th.
A decision vitally bearing on the Russian Trade Agreement, which could have been terminated by the Soviet Government in the event of the success of the action, was given yesterday, in the Chancery Division.

It was decided that the holder of Russian 5 per cent. Bonds of 1903 had no claim on gold deposited in the Bank of England and held by a lady, who is an agent of the Russian-Soviet Government. The gold, which was formerly part of the Gold Reserve of the Imperial Government of Russia, thus, remains the property of the Soviet Government.

The case was a test action to decide the right of the Soviet Government to retain possession, according to British law, of the gold it seized from the Imperial Government.

EX-ENEMY VESSELS.

LORD INCHCAPE'S OFFER.

LONDON, July 14th.
Lord Inchcape has offered to sell further thirteen ex-enemy vessels, of a tonnage from 1,500 to 3,500, to British nationals. If any is not sold by August 15th, foreign offers will be entertained.

FRANCE IN SYRIA.

M. BRIAND'S STATEMENT.

PARIS, July 12th.
Regarding Syria, M. Briand, speaking in the Senate, said "France is prompted by no imperialistic aims whatever, and considers herself invested with a pacifying and organizing mission among the people, who are already French in spirit and culture."—Havas.

HAVE YOU SIGNED

THE PETITION FOR
A VOICE IN LOCAL GOVERNMENT?

TURKS THANK FRANCE FOR HELPING ISMIDT MOSLEMS.

PARIS, July 12th.
In the name of the Turkish Government Field-Marshal Izet Pasha has thanked France's representative at Constantinople for the help given to the Moslem population by the French officers when the Greeks evacuated Iamid.—Havas.

HUNGARIAN TREATY.

FRENCH GOVERNMENT'S RATIFICATION.

PARIS, July 12th.
The Senate has ratified the Trianon Peace Treaty with Hungary.—Havas.

HEAT WAVE IN EUROPE.

PARIS RECORDS 100 DEGREES.

LONDON, July 13th.
According to a Paris message, France is affected by the heat and drought to an even worse degree than England, the shade temperature being 100 degrees. Many woods and wheatfields have been swept by fire. Five million francs of damage was caused by a conflagration at the Hachette publishing works. Several millions of damage was also caused through the gutting of celluloid works in the suburbs. The Paris Municipality estimates the total damage at fr. 50,000,000.

AUSTRALIANS IN SCOTLAND

LONDON, July 13th.
At Perth, Scotland scored 162 (Campbell 39, Ferguson 37). Following on, the home side scored 79 without loss, Kerr 60. The match was drawn.

LATEST CABLES. RANGOON RICE. RISE IN PRICES.

RANGOON, July 14th.
The price of rice in the market has risen to Rs. 500 per hundred baskets. Business has been done in the February, March and April new crop between Rs. 440 and Rs. 445.

FAMOUS PICTURE. GIFT TO NATION.

THE HAGUE, July 14th.
M. Deterding, manager of the Royal Dutch Petroleum Company, has bought Vermeer's celebrated picture "Stratje," which was auctioned at Amsterdam in April for £90,000. The name of the purchaser was, then not disclosed.

M. Deterding has presented the picture to the Government for the Ryksmuseum in commemoration of the jubilee of his connection with the company.

SITUATION IN IRELAND. SIGNS OF RETURN OF PEACE.

LONDON, July 14th.
As regards Ireland, the release of Lord Bandon has given the truce a wider character. The Government has ordered the re-opening of sections of railways which were closed in consequence of Sinn Fein outrages.

There was a recrudescence of sniping at Belfast last night, and five persons were wounded.

EARLIER CABLES. SOUTHERN PARLIAMENT ADJOURNS.

LONDON, July 13th.
Only two members of the lower Chamber and 11 Senators attended the Southern Irish Parliament at Dublin. The Senators' motion was adopted adjourning sine die pending a communication by his Majesty. The two members of the Commons sat privately.

[A message of June 27th stated: The Southern Parliament has opened at Dublin. Only fifteen Senators and four members of the Commons attended out of 64 and 128, respectively. The meeting was adjourned to July 12th to enable members to take the oath, failing which Parliament will be dissolved and a Crown Colony Government established.]

IRISH PEER LIBERATED.

LONDON, July 13th.
The Earl of Bandon (who had been kidnapped by Sinn Feiners) has been liberated.

GENERAL WRANGEL'S ACTIVITIES.

LONDON, July 13th.
In the House of Commons, Commander Kenworthy asked if General Wrangel, with headquarters at Constantinople, assisted and protected by the British authorities, was plotting against the Russian Government. Mr. Harmsworth declared that the allegations were without foundation.

ROYAL VISIT TO CHANNEL ISLANDS.

LONDON, July 13th.
Their Majesties have concluded a two-days' visit to the Channel Islands, where they were welcomed with the utmost enthusiasm. Quaint feudal ceremonies with beacon-fires, fireworks, and other illuminations, were held on both nights.

THE ELOHO SHIELD. SCOTLAND WINS AT BISLEY.

LONDON, July 13th.
At Bisley, for the Eloho Shield, with firing at 900 yds., and 1,100 yds., the result was that Scotland won in the final stage with 1,625 points against England's 1,601 and Ireland's 1,489.

PRINCE OF WALES. INVITATION FROM JAPAN.

LONDON, July 13th.
The Japanese Government has telegraphed officially inviting the Prince of Wales to visit Japan after his tour of India.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.] PACIFIC CONFERENCE. REPRESENTATION OF DOMINIONS.

LONDON, July 14th.
Although the Washington authorities have not officially invited the Dominions to the Disarmament Conference, because they did not wish to dictate to Great Britain the nature of her delegation, it is clearly indicated that America will enthusiastically welcome General Smuts, Mr. Hughes and Mr. Meighen.

It is understood that Mr. Hughes and Mr. Massey, who are in London, are of the opinion that Australasia should certainly be represented.

President Harding is considering the suggestion of a preliminary conference before the Dominion Ministers leave London.

BRITISH PROPOSAL AMALGAMATED WITH AMERICAN.
LONDON, July 13th.
Reuter learns that Japan has so far not replied to the American invitation to a conference at Washington, although undoubtedly she will readily accept. There has been secretly time for the receipt of the reply. There were two proposals before the Japanese Cabinet. One was from London prior to President Harding's—namely, to hold a conference on the Pacific questions in London. The second was from Washington for a conference of wider scope. It is now understood that London's proposal has been practically amalgamated with the American.

[Reuter notified on the previous day that Japan's acceptance had been officially announced by Washington.]

BANQUE INDUSTRIELLE DE CHINE.

PROPOSAL TO PAY DEPOSITORS.

PARIS, July 13th.
The New York Herald (Paris Edition) learns that M. Jules Cambon, President of the Franco-American subsidiary Standard Oil Company, has offered to mediate in the affairs of the Banque Industrielle de Chine. M. Loucheur, Minister for the Liberated Regions, is daily conferring with him.

The Herald adds that a plan is proposed whereby Chinese depositors will be paid fully, French depositors to receive 50 per cent. of their claims.

[A Paris telegram, via America, appearing in the Japan papers on July 13th, says: M. Paul Faure, who recently returned to France from China, sees reason for French business in the Orient if the Chinese depositors of the Banque Industrielle de Chine are not paid in full. The Chinese are so confident in the bank's strength that most of the important commercial houses in Peking, Singapore and Hongkong confide large deposits to its care. To them the bank represents the credits of the French nation. If the Chinese deposits are not safeguarded or integrally restituted, France must give up her Chinese markets forever. It is a question of 500 million francs. The situation in the Chinese market in the future may mean billions. "Can we afford," he asks, "to compromise the future by refusing to better present conditions? Germany is watching, ready to take the place of France in the Orient."]

LATEST CABLES.

FASCISTI RIOTS.

BRITISH PARTY FIRED ON BY MISTAKE.

ROME, July 14th.
The occupants of the car at Viterbo (mentioned yesterday) were the Hon. Mrs. Beckett (sister of Lord Grimthorpe and formerly Countess Czernin), and her three children. Her son was killed and the other two were wounded, besides the chauffeur.

EARLIER CABLES.

ROME, July 13th.
The renewal of Fascisti terrorism in the provinces has resulted in a tragedy at Viterbo. The Socialist inhabitants of the town rushed to arms to repel an advance of the Fascisti, whose activities in neighbouring villages had ended in the killing of peasants. A British family named Beckett, on entering Viterbo in a motor-car was mistaken for Fascisti and fired on. One of the party was killed and three wounded.

INTER-ALLIED COLONIAL EXHIBITION.

ARRANGEMENTS REGARDING SPACE.

PARIS, July 13th.
The difficulty respecting the provision of ample space for the Inter-Allied Colonial Exhibition in 1925 has been met by the selection of two different parts of the city for the displays.

CANADIAN TRADE. TO OPEN OFFICES AT CALCUTTA.

OTTAWA, July 14th.
The Department of Trade and Commerce is extending its overseas service to India, with offices at Calcutta and Singapore.

WAGES REDUCTION. ENGINEERS ACCEPT PROPOSALS.

LONDON, July 13th.
The ballot of engineers has resulted in an acceptance of the wage reductions by a substantial majority.

LATEST CABLES. TRIAL OF WAR CRIMINALS. DEBATE IN FRENCH SENATE.

PARIS, July 12th.
In the course of the debate on the Leipzig trials in the Senate, Germany's revenge lust and the farcical character of the trials were frequently alluded to.

M. Briand stated that the German Cabinet was weak enough, but it seemed it was willing to meet obligations. "Germany's disarmament is far from complete, and France must keep watch, until Germany abandons her aggressive schemes and becomes imbued with real, democratic ideas."—Havas.

EARLIER CABLES. WITNESSES ADMIT ATTACKING HOSPITAL SHIP.

LEIPZIG, July 13th.
The first German witness was a petty officer named Popitz, who when examined to-day pleaded at the outset that he had lost his memory, but, in response to pressure from the President, confirmed the frightfulness and said that the *Llandovery Castle* was unmistakably a hospital ship. He begged Commander Patzig not to attack, and declared that after the *Llandovery Castle's* boats had been lowered and people were swimming in the sea, the submarine's crew were ordered below. Subsequently firing was heard, and the crew believed the lifeboats were being attacked.

Replying to the President, Popitz said that the explosion heard on the *Llandovery* was not from munitions, but from the boilers. Patzig two days later addressed the crew and exhorted them to say nothing. The Court inferred from Popitz' story that the guns firing at the lifeboats were manned by Patzig and the two accused.

The evidence of the second engineer of the submarine, Ney, was of the most contradictory character. Nevertheless, when pressed, he corroborated Popitz in important respects. He stated that when the submarine later struck a mine the sailors said it was God's punishment for sinking a hospital ship and firing on lifeboats.

An official naval expert, addressing the Court, said that instructions were given to sink a hospital ship in certain circumstances, owing to misuse. He admitted that there was no proof that the *Llandovery Castle* abused privileges, and further admitted that the lifeboats were fired on.

The evidence for the defence sought to establish that British hospital ships carried troops and munitions, and made other counter-allegations, but the Court appeared to be little impressed.

HONGKONG BANK SPORTS IN LONDON.

The Hongkong and Shanghai Bank Athletic Sports, which like so many other events, has been suspended since 1914, were again held at the Bank's Sports ground at New Beckenham on the afternoon of June 4th. It may be noted, says the *L. and C. Express*, that since the last occasion of a meeting there has been erected a fine racquet court, and the ground itself has been considerably extended in area. The racquet court, as well as another hard tennis court, were enabled to be added through the generosity of Mr. Henry Keswick, M.P., who, when he resigned his seat on the London Committee of the Bank, gave a sum of money to be utilized for the benefit of the staff. It was agreed to devote it to these sports. The weather was a little threatening, but the rain held off during the afternoon. There was a good attendance present, including Sir Charles and Lady Addis, Sir Newton and Lady Stabb, Sir John Jordan, Mr. Byron Brennan, Mr. and Mrs. A. M. Townsend, Mr. and Mrs. H. D. C. Jones, Mr. and Mrs. Geary Gardner, Mr. and Mrs. Murray, Mr. H. Harwood, Mr. W. Adams Oram and Mr. and Mrs. T. H. Hill. An excellent tea was provided in the pavilion, and was served entirely by the bank's own staff from the London office. The events were all keenly contested, and afforded much good sport. At the conclusion of the programme the prizes were presented to the winners by Lady Stabb, who was heartily applauded at the termination of the ceremony.

W. Stabb appears in the prize list as the winner of the boys' race.

S. Dicketta was the winner of the handsome challenge cup, which was presented by the London Committee at the inception of the sports.

SPAIN'S £200,000,000 SCHEME.

BIG PUBLIC WORKS PROGRAMME.

The Spanish Government has presented to Parliament a vast scheme of public works involving an expenditure of £200,000,000 half of which would be appropriated to railways and the remainder to roads, agriculture, irrigation, harbours and coast lighting. It is proposed to solve the railway problem by the formation of a consortium between the companies and the State, in which the eventual reversion of the railroads to the State is provided for.

This extensive national reorganisation is most necessary. The comprehensive spirit in which Senor Lacierva, the Minister of Public Works, has approached a difficult problem is universally eulogized by the Press, but there is much anxious inquiry as to how Spain, whose Budget deficit exceeds £20,000,000, can obtain the necessary funds. Since successive Governments have left slip the opportunity to set the national finances on a sound basis by taxing the excessive profits made during the war years, it is feared that the same plutocratic influences may again prevail and stultify the present excellent scheme.

THE AGREEMENT BETWEEN CHINA AND GERMANY. IMPORTANT DECLARATIONS.

PEKING, July 1st.
Dr. W. W. Yen, Minister of Foreign Affairs, this afternoon, made public the following letter written by him on May 20th, 1921, to Mr. von Borch, official representative of Germany:—

"I have the honour to acknowledge the receipt of Your Excellency's letter of even date in which it is stated:—

"As an explanation to the German Declaration and the Sino-German Agreement I have the honour, at the instruction of my Government, to make the following declarations:

(1) Customs tariff on Chinese goods imported into Germany. The statement that the import, export, and transit duties to be paid by nationals of either of the Two High Contracting Parties shall not be higher than those paid by nationals of the country, as provided for in Article 4 of the Agreement, does not preclude China from the privilege of applying Article 29 of the Versailles Treaty.

(2) The payment of indemnity. The statement in the German Declaration that Germany is prepared to reimburse the Chinese Government the expenses of the internment of German military in various camps of internment in China is understood to mean that Germany, in addition to indemnifying China for her losses, according to the principles of the Versailles Treaty, is also willing to refund to China the internment expenses.

As to the indemnity for war losses, Germany undertakes to pay in advance a portion thereof in a lump sum, which represents the equivalent of one-half of the proceeds from the liquidated German property and one-half of the values of the sequestered but not yet liquidated German property which amount will eventually be agreed upon and which will consist of \$4,000,000 in cash and the balance in Tsin-Pu and Hu-Kuang railway bonds.

(3) Chinese property in Germany. The movable and immovable properties of Chinese residents of Germany will be returned at the ratification of the agreement.

(4) Chinese students in Germany will be returned at the ratification of the agreement.

(5) Chinese students in Germany. In regard to the Chinese students in Germany, the German Government will be pleased to assist them with its best efforts in securing admission to schools or acquiring practical experience.

QUESTIONS ANSWERED.

As to the queries addressed by Your Excellency, I have the honour to reply as follows:

(1) The security to be given in future to the property of Chinese or German residents. The Chinese Government promises to give full protection to the peaceful undertakings of Germans in China and agrees not to further sequester their properties except in accordance with the general recognized principles of international law and the provisions of the laws of China, provided that the German Government will treat the Chinese residents in Germany in like manner.

(2) Judicial guarantee. Lawsuits of Germans in China shall be tried in the modern courts, according to the modern codes, with the right of appeal, and in accordance with the regular legal procedure. During the period of litigation the assistance of German lawyers and interpreters, who have been duly recognized by the court, is permitted.

(3) In regard to the lawsuits in the Mixed Court in which Germans are involved either as one or both parties, the Chinese Government will in the future try to find a solution so as to insure justice and fairness to all parties concerned.

(4) China's trading with the Enemy Act. All the laws and regulations concerning trade with the enemy will lose their effect from the day of the ratification of the treaty. All German trademarks which had been registered at the Customs House will recover their validity if they are registered again after the ratification of the agreement, at the Customs House by their owners. Prior to the general application of the imports of Germans may pay the Customs duties according to the tariff rate in general use.

(5) The liquidation of Sino-German indebtedness. The Chinese Government has no intention to join the Clearing House system, as provided for in Article 296 of the Versailles Treaty. Furthermore, the Chinese Government in consideration of the fact that Germany undertakes, as stated above, to pay a lump sum as a portion of the indemnity for war losses sustained by the Chinese Government, agrees to effectually cancel at the signature of the Agreement, all liquidation of German properties and receipt of the aforesaid indemnity and after the ratification of the Agreement agrees to return to German owners all the proceeds from the liquidation of German property and all the German property still under sequestration. The aforesaid procedure shall be considered as a settlement of all the matters concerning the liquidation, sequestration or control of German property as stated in the second sentence of Article 133 of the Versailles Treaty.

As to the Deutsch-Asiatische Bank and the Ching-Hsin Mining Corporation the Chinese authorities concerned will discuss methods of settlement with the Bank and the Corporation themselves; the unliquidated premises of the said bank in Peking and Hankow, will, however, be returned to the original owner in accordance with the procedure stated above.

(Signed) W. W. Yen.

STAR OF THE INDIAN OCEAN MAURITIUS DESIRES A MORE LIBERAL CONSTITUTION.

[FROM A CORRESPONDENT TO "THE TIMES"]
The motto "Star and Key of the Indian Ocean" was given to the Crown Colony of Mauritius years ago when the route of India from Europe was by the Cape, ships called at the island for fresh supplies of foodstuffs.

This motto has since been emblazoned in the island's coat-of-arms. If, in old days, Mauritius was a sort of guide star to mariners in the Indian Ocean, day it is not only a guide to shipping but it holds a dominant position commercially and economically amidst the islands in those distant seas, India, Madagascar, the Comoros, St. Mary's, Seychelles, Rodrigues, the Chagos Archipelago—some owned by England, others governed by France.

That superior position has been maintained since 1814, as a result of the prices obtained for sugar, which is the staple produce of the island. Twenty-seven years ago, an experimental agricultural station was established at Le Reduit, in a most romantic and fertile spot. On the station, was placed as director, one of the ablest French agricultural chemists, the late Mr. de Lamoignon. During the twenty years that he occupied the position he was instrumental in training many young Mauritians as agricultural chemists for work on sugar estates, also in carrying out extensive and valuable agricultural experiments.

It was due to the efficiency of his sugarculture that, when war broke out, Mauritius sugar could be purchased by the Imperial authorities and the they were able, five years in succession, to obtain supplies from the Colony without hitch, either in contract or in the quality and quantity required.

SUGAR WEALTH.

The smooth working of the arrangements with the Imperial authorities has impartially paid the ruling world price has brought to the Mauritians large sums of money, and, in relation to its size and population, has made the island to-day the richest and most prosperous of England's Crown Colonies. No have they allowed themselves to be intoxicated by this sudden accretion of wealth. In men and money, they are enthusiastically supported the struggle against Germany and notwithstanding that the European war has been over for nearly two years, alone of all the Crown colonies or even of all the overseas possessions, excepting India, a Mauritius Volunteer Battalion continues to this day on active service. It is stationed in Mesopotamia. Many planters are investing their surplus wealth in the purchase of the United Kingdom of new machinery for their factories, in launching new industries, in the development of new plantations in Natal, in the islands of Reunion and Madagascar, and, most important of all, in sending their sons to be educated in England.

The Government, on the other hand, acting on the wise suggestions of Sir Henry Evelyn, the great old man of Mauritius, and spurred on by the ceaseless activity of Dr. Eugene Laurent, the Colony's leading surgeon, senior member of the Legislative Council and Mayor of the capital eleven years in succession, has earmarked some twenty millions of rupees (£1,333,000) for improving the harbour of Port Louis, for irrigation and sanitation works, for new public buildings and cottages for the working classes, for new railway equipment, the erection of Government workshops, and the reclamation of marshy lands.

The inhabitants have given a striking proof of their loyalty to the British connection by triumphantly returning at the elections held in February, for seats in the Legislative Council, all the candidates who, under the leadership of Dr. Laurent and of Mr. A. Ducloux, had strenuously advocated uncompromising opposition to the agitation conducted by a small body of residents for a retrocession of the island to France, the mother country of a century ago. For though the great majority of the planters continue faithful to the traditions, the language, the customs, and the religion of France, they have benefited to such an extent under the automatic but generally impartial rule of the Colonial Office, that they are now unwilling, under any conditions, to surrender their dependence on British rule. Nevertheless, the grant of a more liberal constitution would be welcomed, and the question is now engaging the attention of the Legislative Council.

Industrially, socially, and politically, Mauritius will continue to play a great part among islands of the South Indian Ocean. Port Louis, the capital, which has an excellent harbour, is connected by three submarine cables with the outer world. A wireless station in the interior has been installed, there are some 200 miles of railways and tramways, and during the last 10 years, about 4,000 motor-cars have been imported.

The wisdom of recent Governors in ruling the colony—not as they thought it might be best for the islanders, but as the latter considered it to their interest that it should be governed—and the influence which Sir H. Evelyn and the late Sir Cécile Court, Antenne exercised over the planters, and the late Sir Niggle Nas and Dr. Laurent exercised over the masses, deserve mention as having contributed to the happy conduct of affairs which distinguishes Mauritius of to-day.

The working of the Federated Malay States Railways during the year 1920 produced a net profit of \$663,185.49 compared with \$3,310,448.63 in 1919, representing 0.39 per cent. on the total capital expenditure against 2.67 per cent. last year. The main factors contributing to this large decrease in the amount of profit earned by the Railways are briefly enumerated as follows:—The increase in rate of pay and allowances granted to the staff; the arrears of these increases in respect of 1919 paid during 1920 amounting to more than \$650,000; the increased cost of materials of almost every description used in railway working, whether locally produced or imported; a corresponding increase in all branches of contract work; the trade depression consequent upon the fall in price of rubber and tin.

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SUWA MARU ... Friday, 29th July, at 11 a.m.
FUSHIMI MARU (omitting Manila) ... Tuesday, 23rd Aug., at 11 a.m.
KATORI MARU ... Friday, 9th Sept., at 11 a.m.
KASHIMA MARU (omitting Manila) ... Tuesday, 4th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles.

YOKOHAMA MARU ... Wednesday, 3rd Aug., at 11 a.m.
KISHI MARU ... Tuesday, 18th Aug., at 11 a.m.
KASHIMA MARU ... Friday, 19th Aug., at 11 a.m.
SADO MARU ... Friday, 2nd Sept., at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.
AKI MARU ... Tuesday, 18th Aug., at 11 a.m.
TANGO MARU ... Tuesday, 20th Sept., at 11 a.m.

NEW YORK & HAVANA via PANAMA
LYONS MARU ... Sunday, 14th Aug.

SOUTH AMERICAN PORTS via CAFE,
KAWAGAWA MARU ... Friday, 16th September

BOMBAY & COLOMBO via Singapore.
WAKASA MARU ... Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.
RANGOON MARU ... Saturday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU ... Saturday, 18th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
YEBOSHI MARU ... Sunday, 17th July.
SADO MARU ... Friday, 2nd July, at 11 a.m.
TATSUMI MARU ... Sunday, 24th July.

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HIGHER POSTAL RATES.

PENNY POSTCARD TO GO.
NO SUNDAY MAILS.

We have had a brief cable about the
higher postal rates, which have been
brought into operation at Home, but
many readers will doubtless be interested
to read the full announcement which we
reproduce from a London paper:—

The Postmaster-General announces
that, with a view to meeting the anti-
cipated deficit on the Post Office ser-
vices during the current year, the Gov-
ernment have decided to bring into op-
eration the following changes:—

As from Sunday, June 15th next, del-
iveries of letters and despatch of mails
will be suspended from midnight Satur-
day to midnight Sunday, with the excep-
tion of a collection, where necessary,
late on Sunday night, in order to admit
the first local delivery on Monday morn-
ing. The effect generally will be that let-
ters, except for very distant destina-
tions, posted in time for the ordinary
night mail collections on Saturday will
fall into the first delivery on Sunday will
be delivered in London on Monday and at
a later hour on Tuesday in most places
in England and Wales. Letters posted
on Sunday in most provincial towns will
be delivered in London during Monday
at times varying according to distance.

In order to meet as far as possible the
requirements of urgent correspondence,
arrangements will be made in the largest
towns for the acceptance and despatch
on Saturday and Sunday, within pre-
scribed hours, of express letters at a
special fee addressed to London or to
certain other large towns for delivery on
Monday morning.

As from Monday, June 15th, several
important changes in postal rates will
come into force. They may be summa-
rised as follows:—

INLAND POSTAGE.

Present Rate.

Postcards 1 d.
Printed Papers:—
Up to 102 1 d.
102 to 202 1 d.
For each add. 202 1 d.
Registered Letters 2 d.
Postcards 1 d.
Not over 202 1 d.
Each add. 202 1 d.
Registered Letters 3 d.
The rates for letters, newspapers, and
parcels remain unchanged.

FOREIGN POSTAGE.

Present Rate.

Letters:—
Not exceeding 102 2 d.
For each additional 102 1 d.
Postcards 1 d.
Printed Papers:—
For every 202 1 d.
Commercial Papers:—
For every 202 (minimum 2 d.) 1 d.
Samples—for every 202 1 d.
Registered Letters 2 d.
New Rate.

Letters:—
Not exceeding 102 3 d.
For each additional 102 1 d.
Postcards 1 d.
Printed Papers:—
For every 202 1 d.
Commercial Papers:—
For every 202 (minimum 3 d.) 1 d.
Samples—for every 202 1 d.
Registered Letters 3 d.
BRITISH EMPIRE AND U.S.A.

Present Rate.
Letters—for 102 2 d.
For each additional 102 1 d.
New Rate.
Letters—for 102 2 d.
For each additional 102 1 d.
The rates for postcards, printed papers,
etc., will be the same as for foreign
countries.

Official notices will be issued in full
before the new rates come into force.
In connection with the increases in
postal rates the Government recog-
nise that as soon as a surplus in the
Post Office balance-sheet is assured the
public are entitled to reap the benefit
by a reduction in charges.

**THE RATIO BETWEEN SILVER
AND GOLD.**

Messrs. Samuel Montagu & Co. write
in a recent circular:—The ratio between
the value of silver and gold (calculated
in sterling at different periods) is worthy
of comparison. During the five years
preceding the great war the price
of silver seemed to have stabilised in
correspondence with normal conditions;
that is to say, a favourable output and
an ordinary demand for currency and
industry. Based upon about 25 1/2-16d.
per standard ounce, the average price
for those years, and 77s. 10 1/2d. per stand-
ard ounce of gold (coinage value) the
ratio was 34.72 to 1. Based upon 66d.
per standard ounce of silver (quoted on
February 11th 1920), which was the
highest recorded price, and gold at
125s. per fine ounce, the ratio is
15.25, approximating closely that adopted
by the Latin Union. The lowest re-
corded price of silver, 21 1/2-16d. (touch-
ed in November, 1922), works out at
43.48, based on 77s. 10 1/2d. per standard
ounce of gold; whilst the lowest silver
quotation since the war—30 1/2d. on March
5th, 1921—works out at 38.15, with gold
quoted 102s. 3d. per fine ounce. On
February 5th, 1920, gold reached its
name—127s. 4d. the fine ounce; the ratio
with silver at 80 1/2d. per standard ounce
(the price of that day) was 18.25. On
12th inst. the ratio was 33.11 to 1, show-
ing the gold price of silver to be 10 per
cent. dearer than in the pre-war quin-
quennium.

**PREPAID "WANTED"
ADVERTISEMENTS**

Letters are lying at this Office for
Bones, C.R., L.M., L.N., L.R., L.U.,
L.V., L.Y., L.Z.

FOR SALE—ONE LEVY MOTOR-
CYCLE, just arrived, latest Model, two
Speed Gear, 275. Apply Box ME, c/o Daily
Press Office.

WANTED.—Experienced BOOK-
KEEPER desires Work after Office
hours. Well conversant in Accounting, Typewriting,
and Office Routine. Excellent references;
commensurate salary expected. Apply Box MG,
c/o Daily Press Office.

WANTED.

TEMPORARY SHORTHAND CLERK
required immediately for the Summer
Vacation. Would suit student on holiday.

REGISTRAR,
University of Hongkong.

TO LET.

LARGE GODOWN at Wan-chai (known as
Mody Godown).
Apply to—
LEE HYSAN & CO.,
202, Queen's Road C.
[1150]

TO LET.

GODOWN at Yennan.
For particulars apply to—
THE HONGKONG LAND RECLAMA-
TION CO., LTD.
[1148]

FOR SALE.

MARINE LOT with GODOWN thereon
at Sam Shui Po. Government New
Main Road from Kowloon City to Sam Shui
Po. Terminates alongside property.
For full particulars apply to—
Box No. 1151,
Care of Daily Press Office.
[1151]

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile
Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room,
Officers' Room, C.P.O.'s Room, Restaurant,
Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring."

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND
GENERAL BROKER

No. 2A, D'Aguiar Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS—
MISCELLANEOUS GOODS

THURSDAYS—
VALUABLE
HOUSEHOLD FURNITURE

SATURDAYS—
EXCELLENT
HOUSEHOLD FURNITURE.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for Batavia,
Persian Gulf, Continental, American
and South African Ports.

THE Steamship "DUNERA," Captain
Walker, carrying His Majesty's Mails,
will be despatched from this Port on or about
SATURDAY, the 20th, August, 1931, taking
Passengers and Cargo for the above Ports.
Silk and Valuable and Tea for Italy, France
and London (under arrangement) will be
transhipped at Bombay into the Mail Steamer
proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3
p.m. the day before sailing. The contents and
value of all packages are required.

For further particulars apply to—
MACKENNON—MACKENZIE
& CO.,
Agents.

Hongkong, July 14th, 1931. [1191]

WEATHER REPORT.

July 14th, at 11.45.—Pressure changes
since yesterday are small at all reporting
stations.

Yesterday morning, a depression was
central over S. Japan, moving north-
eastward.

Gradients are still shallow in the South.
Hongkong rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inch. Total
since January 1st, 69.65 inches against an
average of 44.10 inches.

The forecast for the 24 hours ending at
noon to-day is as follows:—

DISTRICT FORECAST.

Hongkong to Gap Rock Light southerly
or variable winds, fine.

Formosa Channel The same as
No. 1.

South coast of China between (The same as
Hongkong and Lamook) No. 1.

South coast of China between (The same as
Hongkong and Hainan) No. 1.

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS, SUBJECT TO ALTERATION**

STEAMER	DATE	TIME
MANILA	15th July	3 p.m.
TAKSANG	17th July	Noon
RAIPHONG via HONGKONG	18th July	8 a.m.
BANGKOK via SWATOW	18th July	10 a.m.
KOBE via SHANGHAI	18th July	Noon
SHANGHAI & TIENTSIN via SWATOW	18th July	Noon
SHANGHAI & TIENTSIN via SWATOW	18th July	Noon
SHANGHAI & TIENTSIN via SWATOW	18th July	Noon
SANDAKAN	22nd July	Noon

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and
Singapore, returning from Calcutta, steamers proceed via Straits
and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are
fitted with Electric Light and Fans and carry a fully-qualified
Sergeant.

SHANGHAI LINE.—Sailings approximately every five days between Canton and
Shanghai, sometimes calling at Swatow. Through tickets can
be obtained and through Bill of Lading are issued to all
Northern and Farther Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good
passenger accommodation, sailings from both ports every Friday.
Sailings approximately weekly for passengers and cargo,
calling at Cebu when inducement offers.

HAIPHONG LINE.—Fortnightly sailings to and from Haiphong by two 5,000 tons
steamers, "HAINAN" and "YANTIS" both steamers
having excellent passenger accommodation. Cargo taken on
through Bills of Lading for Rangoon, Jesselton, Labuan, Tawau
and other ports.

TIENTSIN LINE.—A regular service is run from March to November between
Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok,
via Swatow, by four steamers fitted with up-to-date passenger
accommodation.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about
Wednesday, 20th July, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS. CHINA & JAPAN SERVICE.**OUTWARDS.**

Vessel	Days	Discharges
M.V. "GLENAMORY"	21st July	21st July
M.V. "GLENADE"	31st July	31st July
M.V. "GLENARA"	20th Aug.	20th Aug.

HOMEWARDS.

Vessel	Days	Discharges
M.V. "GLENNAVY"	20th July	Glasgow, London & Hull
M.V. "GLENLUIG"	25th July	Glasgow, Rotterdam & Hamburg
M.V. "GLENANAY"	31st Aug.	Glasgow, London & Rotterdam
M.V. "GLENARIFE"	1st Sept.	Glasgow, London & Hamburg
M.V. "GLENARIFE"	25th Sept.	Glasgow & Rotterdam

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., Agents.

Tel. No. 31 cab. 5 or 25 and 2595.

11

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MASA'ARA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 8, Bann, Kama.

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SHIPPING NEWS

ARRIVALS

July 13th.
Amoy Maru, Chinese str., 440 tons, Capt. A. Nishida, from Hoihow, with a general cargo.—Globe Nav. Co.
Tokohama Maru, Japanese str., 3,785 tons, Capt. C. Shirai, from London and Singapore, with a general cargo.—N.Y.K.
 July 14th.
Empress of Asia, British str., 3,883 tons, Capt. A. J. Bailey, from Vancouver, B.C., with a general cargo.—C.P.O.S. Ltd.
Paoting, British str., 1,304 tons, Capt. J. Macleavy, from Shanghai, with a general cargo.—B. & S.
Rhenish, British str., 1,063 tons, Capt. D. T. Lewis, from Saigon, with rice.—Wo Fat Shing.
Protector, British str., 6,118 tons, Capt. C. G. Carnoir, from Seattle via Yokohama and Moji, with a general cargo.—B. & S.
Standard, American str., 4,800 tons, Capt. W. Anderson, from San Francisco, with a general cargo.—Standard Oil Co.
Tacoma Maru, Japanese str., 3,643 tons, Capt. Kanishi, from Nagasaki, with a general cargo.—O.S.K.
Zigzag, Dutch str., 3,614 tons, Capt. A. W. La Rooy, from Amoy, with a general cargo.—J.C.C. Ltd.
Wahyang, Chinese str., 234 tons, Capt. Ho Kuan, from Port Bayard, with a general cargo.—Order.

CLEARANCES

July 14th.
Cadmus, for Singapore.
Cheongshing, for Canton.
Hailong, for Swatow.
Hupoh, for Swatow.
Hydrangea, for Hoihow.
Lakshmi, for Hoihow.
Paoting, for Canton.
West Japan, for Manila.
Tokohama Maru, for Kobe.

PASSENGERS

Per R.M.S. *Empress of Asia*, on July 14th: Mr. L. R. Allen, Mr. R. Alvarez, Mr. G. A. Allen, Mrs. C. A. Allen, Mrs. W. Brown, Mrs. F. A. Betts, Mrs. E. Barclay, Mrs. J. Bennett, Mrs. A. M. Cowell, Lt. Com. and Mrs. W. E. Chaudle, Mr. B. Chafetz, Mr. W. Capretto, Mrs. H. H. Chasen, Mr. F. Calderon, Mr. A. Davis, Mr. D. Y. Duggan, Mr. A. H. Dougall, jun., Mr. A. H. Dougall, Mr. B. A. Dorn, Mr. F. S. Earnshaw, Miss M. G. English, Miss M. Firth, Mr. W. R. Frost, Mr. F. Fremitt, Mr. J. L. Fleming, Miss J. Fitzpatrick, Mr. J. V. Goddard, Mrs. M. G. Gaudin, Hon. I. Gaudin, Miss A. R. Howland, Miss A. Gaudin, Mr. and Mrs. W. E. Howe, Mrs. E. Harding, Mr. E. J. Haberger, Mr. C. L. Hogan, Mrs. F. Haberger, Miss N. Hackett, Mr. and Mrs. H. A. Koster, Lt. Com. V. L. Kirkman, Mr. K. K. Kinnean, Mrs. E. C. Lubbe, Capt. and Mrs. C. M. Lott, Mr. and Mrs. A. F. Lowe, Mr. W. H. McKinney, Miss G. D. Marsh, Mr. C. E. Meyer, Mr. C. M. Muehney, Mrs. J. Mott, Mr. F. E. McClure, Dr. V. E. Murray, Mr. H. S. Mawber, Mr. C. Nepper, Mr. D. W. Newman, Mr. M. Nishio, Mr. J. Osorio, Miss R. Ortiz, Mr. and Mrs. S. A. Painter, Mr. I. L. Parkhurst, Miss M. Palermo, Mr. C. C. Quackenbush, Hon. M. L. Quezon, Miss J. Robbins, Mrs. G. R. Russell, Miss M. G. Russell, Lt. K. J. Riddell, Lt. Com. H. B. Ransdell, Dr. and Mrs. J. B. Stewart, Mr. and Mrs. F. J. Sherman, Miss E. Slater, Mr. F. Self, Mr. L. Schrag, Mr. and Mrs. G. Seferashyan, Mr. and Mrs. M. M. Sloman, Lt. W. E. Spencer, Mr. J. E. Shummin, Mr. E. Soriano, Mr. J. G. Saviatov, Mr. H. M. Smith, Mr. G. S. Toller, Mr. G. S. Toller, Mr. and Mrs. E. B. Temple, Mr. T. Tugue, Mr. and Mrs. M. Tabora, Mr. M. Tiano, Mr. M. S. Tunson, Mr. and Mrs. A. T. Tubbs, Mr. and Mrs. J. N. Vanderbelt, Dr. T. H. Walsh, Miss A. H. Ware, Mr. J. H. Williams, Mrs. B. Wenschoff, Lt. and Mrs. C. R. Wells, Mr. and Mrs. H. Weiss, Mr. A. Zuzuarregui, Mr. A. Zuleita, jun.

VESSELS EXPECTED

Aconiti (Blue Funnel), due August 7th.
Bolton Castle (Doddwell Castle Line), due about July 20th.
Cyclops (Blue Funnel), due July 19th.
Elpenor (Blue Funnel), due August 21st.
Glaucus (Blue Funnel), due August 14th.
Keenun (Blue Funnel line), due July 29th.
Kitano Maru (N.Y.K.), due August 2nd.
Nagato Maru (N.Y.K.), due July 29th.
Neko Maru (N.Y.K.), due July 15th.
Ningchow (Blue Funnel), due August 10th.
Protector (Blue Funnel line), due August 14th.
Sada Maru (N.Y.K.), due July 21st.
Tajima Maru (N.Y.K.), due July 23rd.
Tokohama Maru (N.Y.K.), due July 16th.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" ... sailing on 22nd July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU" ... sailing on 25th July.

For further particulars please apply to:—K. SUZUKI, Manager, No. 5, Queen's Road Central. [767]

STEAMERS' MOVEMENTS.

The *E. and A. S. St. Albans* left Sydney on July 9th for Hongkong with the Australian mail, via Sandakan and Manila.
 The R.M.S. *Empress of Russia* from Hongkong on June 23rd arrived at Vancouver on July 11th.
 The *s.s. Menton* (Blue Funnel line) left Shanghai on July 14th for London, Amsterdam and Antwerp, and is due at Hongkong on July 17th. She will sail on July 19th, at 10 a.m.
 The *s.s. Tanager* (Blue Funnel line) left Shanghai on July 14th for Marseilles, Havre and Liverpool, and is due at Hongkong on July 17th. She will sail on July 19th, at daylight.

THE "TENYO-MARU" IN QUARANTINE.

The *Tenyo-maru* was ordered into quarantine for ten days on her arrival at Kobe. There were aboard 95 first class, 50 second class and 233 steerage passengers besides the crew numbering 253. Except the members of the crew whose stay was needed to help the local quarantine officials in having the ship fumigated, both passengers and crew were allowed to land at Wada Point where the Government maintains a quarantine station well up to the international quarantine regulation needs. The passengers and crew were requested to carry all personal effects that had been in daily use, and they were later carefully disinfected. The passengers are listed as follows: 78 Europeans, of whom 33 are travelling in first class and 11 in second class quarters; 63 Japanese, of whom 10 are in first class, 12 in second class and 62 in steerage quarters; 201 Filipinos, of whom 17 are in first class, 11 in second class and 183 in steerage quarters, and 103 Chinese, of whom five are in first class, 22 in second class and 76 in steerage quarters. Most of the steerage Filipino passengers are bound for Honolulu to work in the sugar plantations in the Hawaiian Islands.

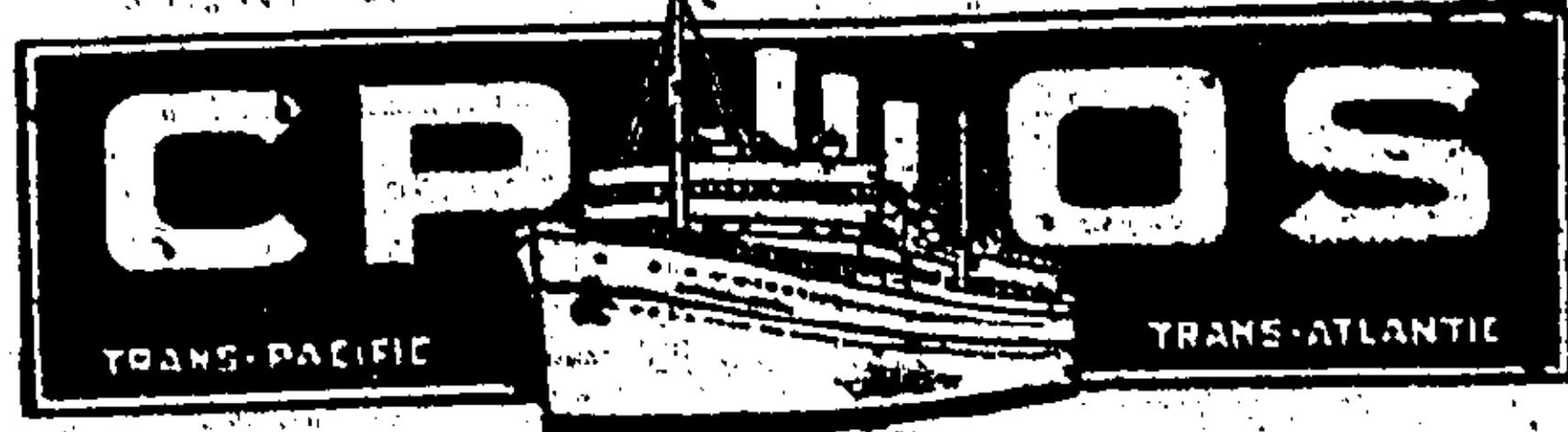
A case of bubonic plague had occurred on board.
 The Kobe office of the Toyo Kisen Kaisha was doing all possible to lessen the discomforts of the passengers. Many magazines, periodicals and the latest editions of the daily papers were sent to them, also, one or two photographs, bats and balls and athletic apparatus. Moving pictures were shown. Until arrangements are fully made by the authorities, the Oriental Hotel will supply food to the first-class passengers.

"EMPRESSES" LEAD IN SIZE AND SPEED.

C.P.O.S. SERVICE PARAMOUNT ON THE PACIFIC.

A British Columbia paper says:—The arrival of the liner *Empress of China* this summer will give the Canadian Pacific Ocean Service a third vessel outstripping in size and speed the ship of all other lines plying the Pacific, cementing the firm grip the line already has on the trans-Pacific passenger traffic. With the advent of the new liner *Empress of Canada*, this hold will be still further strengthened, and unless travel picks up considerably it is problematical just what the stiff competition will mean to the Japanese and American vessels.

Details of the biggest ships on the Pacific, as furnished by Lloyd's Register, show how firmly entrenched the Canadian company is.
 The *Empress of Canada*, 22,000 tons gross, was built in 1920 by the Fairfield Company on the Clyde; dimensions 62' 7" x 77' 7" x 72'; speed, 21 knots.
 R.M.S. *Empress of Asia* and *Empress of Russia*, 16,900 tons gross, built 1913 by Fairfield Co. Ltd., Glasgow. Dimensions: 57' 1" x 63' 2" x 42'; speed 21 knots.
 R.M.S. *Empress of China* (ex-German *s.s. Frau Friedrich Wilhelm*), 17,082 tons gross, built 1907 by J. C. Tecklenborg, A.G., Geestemunde. Dimensions: 59' 9" x 63' 9" x 38'; speed 21 knots.
 S.S. *Golden State* and *Wanchow*, 15,000 tons gross, built 1915. Dimensions: 53' x 72' x 30' 6"; speed 17-19 knots.
 S.S. *Taiyo-maru* (ex-German *s.s. Cap Finistère*), 14,503 tons gross, built 1911 by Behm and Voss, Hamburg. Dimensions: 50' 9" x 63' 2" x 31' 2"; speed 17 knots.
 S.S. *Shinyo-maru*, 13,032 tons gross, built 1911 by The Mitsubishi Dockyard and Engine Works, Nagasaki. Dimensions: 55' x 61' 9" x 33' 3"; speed 17 knots.
 S.S. *Fushimi-maru*, 10,340 tons gross, built 1914 by The Mitsubishi Dockyard and Engine Works, Nagasaki. Dimensions: 51' 5" x 62' 5" x 37' 6"; speed 15-18 knots.
 S.S. *Katori-maru*, 9,535 tons gross, built in 1913 by The Mitsubishi Dockyard and Engine Works, Nagasaki. Dimensions: 49' 8" x 59' 9" x 33' 0"; speed 15-16 knots.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, (Moji), Kobe, Yokohama, Vancouver & Montreal.

Pacific Steamer	From Hongkong	Due Vancouver	Atlantic Steamer	From Canada	Due Liverpool
E. Asia	July 21	Aug. 8	E. France	Aug. 18	Aug. 19
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Aug. 23	Sept. 10	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
 Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.
 Hongkong Office. Telephone 752. Cable Address GACANPAC. [48]

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU; and for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA. AMERICAN STEAMERS.

"ECUADOR" ... sailing Aug. 10th, 1921.

Apply to PACIFIC MAIL S.S. CO.

Hotel Mansions, Hongkong. Cable Address "SOLANO". Telephone No 141. [929]

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU. AMERICAN STEAMERS.

"EMPIRE STATE" ... Noor, Aug. 31st.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For HAIPHONG.

"LAKE GITANO" ... Daylight, July 18th.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO". Hotel Mansions, Hongkong.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept 9th July 17th Aug 8th

HONGKONG to MANILA

S.S. "NANKING" Aug. 30th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

Sept 16th July 23rd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE. FREIGHT & PASSENGER AGENT.

PRINCE'S BUILDING, 100 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO-MARU	22,000	July 18th.
PERUSA MARU	20,000	July 30th, at 10.30 a.m.
TAIYO MARU	20,000	Aug. 18th.
SIBERIA MARU	20,000	Aug. 27th.
TENYO MARU	22,000	Sept. 9th.
KOREA MARU	22,000	Sept. 29th.

* Omitting call at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
CHOTO MARU	18,400	July 29th.
GINYO MARU	18,400	Aug. 16th.

* Cargo only.

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2175.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To SINGAPORE 23rd July

To LOS ANGELES & SAN FRANCISCO (via HONOLULU) 15th July

To VANCOUVER & SEATTLE (via MANILA) 20th Aug.

* Also cargo accepted for Transshipment at San Francisco and/or Seattle for weekly sailings to

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE.

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Road, Tel. 3003. [451]

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	SHANGHAI/JAPAN	in port	18th July	JAVA
TJILEBOET	JAVA	18th July	22nd July	JAPAN
HWAH HSIN	—	25th July	28th July	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building, First Floor.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Steamers	Loading	For	Sailing on or about
"BRIELLE"	July	ROTTERDAM & HAMBURG	20th July
"RADJA"	Aug.	AMSTERDAM & HAMBURG	15th Aug.
"TJIMANOREK"	Sept.	ROTTERDAM & HAMBURG	15th Sept.
"ALDERAMIN"	Oct.	AMSTERDAM & HAMBURG	15th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents, York Building.

Tel. No. 1574.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and/or NEW YORK

S.S. "CELTIC PRINCE" ... 10th Aug. (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED,

81, 83 & 85, Building

Telephone 5145.

Telegrams "Furness"

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BRISA
ELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG

S.S. "KASAMA" ... 14th Aug.

Subject to change without notice.

For particulars of sailings shippers are requested to apply
to the undersigned.THE BANK LINE, LTD.,
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"HELENUS" ... via Suez Canal ... 6th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sali
SHANGHAI & TIENTSIN	"SHIYANG"	On 18th July, 4 P.M.
SHANGHAI	"PAOTING"	On 17th July, 9 A.M.
COLEBY, PAKHOI & H'PHONG	"KAIKONG"	On 19th July, 9 A.M.
SWATOW and BANGKOK	"KALGAN"	On 19th July, 10 A.M.
SHANGHAI & PUKOW	"SINKIANG"	On 19th July, Noon.
SWATOW and SINGAPORE	"LUCHOW"	On 19th July, Noon.
WHAIRAI, CHERTOO & TIENTSIN	"HUICHOW"	On 20th July, 4 P.M.
SHANGHAI	"SOOCHOW"	On 21st July, Noon.
SHANGHAI & TIENTSIN	"CHENAN"	On 23rd July, 4 P.M.
SHANGHAI & PUKOW	"SZECHUEN"	On 26th July, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Electric Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all
Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in state-rooms
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG" ... Capt. W. Couper | FRIDAY, July 16th, at 2 P.M.
"HAIHONG" ... Capt. W. G. Fennimore | TUE. DAY, July 19th, at 1 P.M.
"HAIHONG" ... Capt. A. H. Stewart | FRIDAY, July 22nd, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"BYRIA"	7,000	29th July	Madras, London & Antwerp
"KALYAN"	9,000	6th Aug.	Madras, London & Antwerp
"MANILA"	7,500	19th Aug.	Madras, London & Antwerp
"DUNERA"	4,400	30th Aug.	Madras, London & Antwerp
"EASTWATER"	9,000	2nd Sept.	Madras, London & Antwerp
"KEYBER"	9,000	16th Sept.	Madras, London & Antwerp
"SOMALI"	7,000	30th Sept.	Madras, London & Antwerp
"SOUDAN"	6,700	14th Oct.	Madras, London & Antwerp
"SARDINIA"	6,800	28th Oct.	Madras, London & Antwerp
"KARWALA"	9,000	11th Nov.	Madras, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA" ... 5,200 ... 15th July, 1 P.M. | Calcutta via S. Pore, Rang & R. 20th

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWHA"	7,000	25th July	Manila, Thursday Island,
"ST. ALBANS"	4,500	22nd Aug.	Townsville, Brisbane,
"EASTERN"	4,000	19th Sept.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"EURYALUS"	3,570	18th July	Swatow & Amoy.
"MANILA"	7,500	31st July	Shanghai, Kobe & Moji.
"JAPAN"	8,000	30th July	Shanghai, Moji & Kobe.
"KASHMIR"	9,000	1st Aug.	Shanghai, Moji, Kobe & Y. & M.
"ST. ALBANS"	4,100	2nd Aug.	Japan.
"DUNERA"	5,400	7th Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets
Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding
arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. Goddard & Dowling, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here,
after which date they cannot be recognised. No Claims will be admitted after the goods
have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct
service via Singapore and Suez.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &
CAPE TOWN via SINGAPORE, PASSENGER SERVICE.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDUS MARU" ... Friday, 15th JulyDELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service
"KISHU MARU" ... Monday, 1st Aug.SYDNEY & MELBOURNE Monthly service taking cargo to New Zealand and
Pacific Islands.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
via Shanghai and Dairen—Regular fortnightly passenger service touching at
intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in con-
nection with Chicago Milwaukee and St. Paul Railway.NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Colon Ports.

HAWAII MARU ... Sunday, 17th July.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe direct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-
tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.
wharf near the Harbour Office.

TAKAO via SWATOW & AMOY ... Sunday, 17th July.

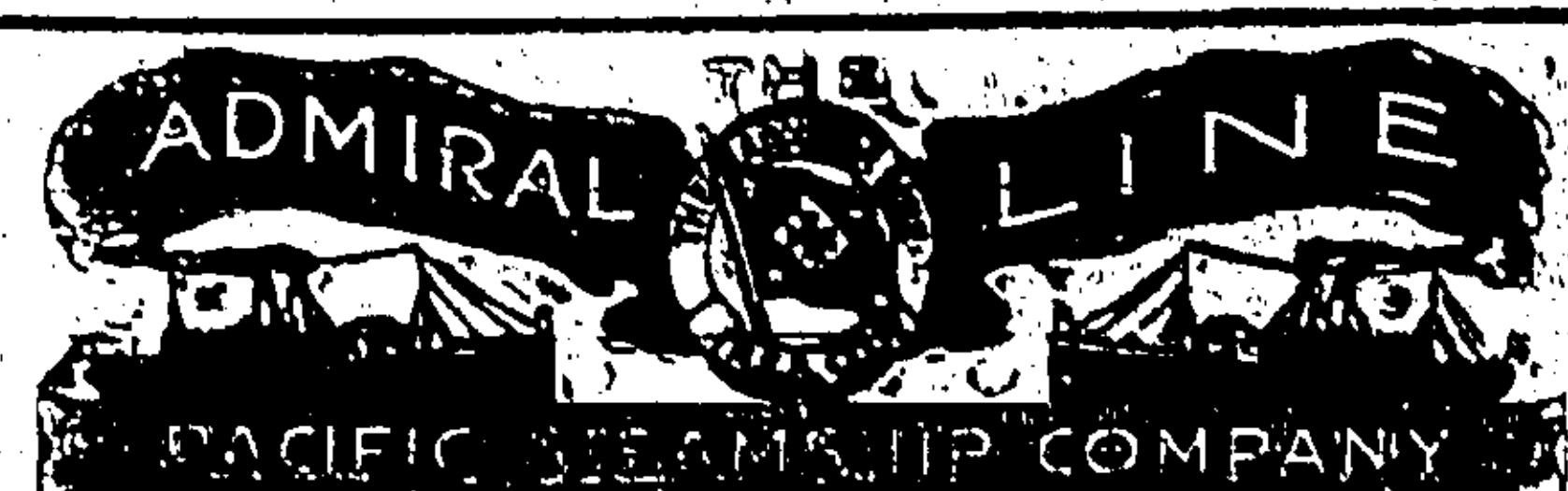
For sailing dates and further particulars please apply to
Y. YABUDA, Manager, No. 1, Queen's Building. Tel. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"CHANGSHA"	15th July, 4 P.M.	

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried.
Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For freight and passage apply to— BUTTERFIELD & SWIRE Agents. Tel. 745



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"WHEATLAND MONTANA"	July 20th	—
"SILVER STATE"	Aug. 2nd	—
"SILVER STATE"	Aug. 15th	Sept. 2nd
"CROSSKEYS"	Aug. 15th	Sept. 2nd
"KEYSTONE STATE"	Sept. 2nd	Sept. 22nd
"WENATCHEE"	Oct. 2nd	Oct. 22nd

FOR PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama).

S.S.	From Hongkong	Arrive Portland
"COAKET"	July 22nd	—
"MONTAGUE"	Aug. 7th	—

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Mansions (71)

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

S.S. "CADARETTA" ... Sailing July 14th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICERS

5th Floor, HOTEL MANSIONS, Telephone 2477 & 2478. Passenger Office, QUEEN'S BUILDING, 3, LEE ROOSE S.S.

SERVICE to UNITED STATES

For NEW YORK and BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE.

Telephone

AGENTS

5th Floor

2477 & 2478.

HOTEL MANSIONS.

(178)

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, K. & B. & YOKOHAMA	"PORTHOS" ... 20,000	On or abt 10th July
HAIPHONG & SAIGON only	"CAP ARCONA" ... 15,000 tons	about 23rd July
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUEZ & PORT SAID	"PORTHOS" ... 20,000 "CORAILLIERE" ... 10,000 "ANDRE LEROU" ... 25,000 "ATLANTIQUE" ... 11,000 "PAUL LEGAT" ... 20,000	During 2nd part of Aug. During 2nd part of Sept. During 1st part of Oct. During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & SARAWAK.

"VICTORIA"

Aug. 20th.

For Freight and Passage, apply to—

Y&S CHINA & AUSTRALIA S.S. CO., LTD.
Agents, 113, Connaught Road, Central

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Tel. 3307

113, Connaught Road, Central

